



Central Virginia Transportation Planning Organization
May 16, 2024, 4:00 p.m. Meeting
 CVPDC Office, 828 Main St., 12th Floor Lynchburg, VA

FINAL MINUTES

MEMBERS PRESENT

Wynter Benda (virtual)City of Lynchburg
 Jeremy Bryant Amherst County
 Tom Lawton..... Campbell County
 Sara McGuffin (virtual) Town of Amherst
 Frank Rogers, Chair..... Campbell County
 John Sharp..... Bedford County
 Drew Wade Amherst County
 Natalie Wilkins (for Josh Moore) Greater Lynchburg Transit Company
 Chris Winstead..... VDOT Lynchburg District

MEMBERS ABSENT

Kathryn BenedictFHWA-Virginia
 Kenny CraigLiberty University
 Robert Hiss..... Bedford County
 Mitch Huber Virginia Department of Rail and Public Transit
 Marty MisjunsCity of Lynchburg
 Dwayne Tuggle..... Town of Amherst

OTHERS PRESENT

Erin Belt..... VDOT Central Office
 Alec BrebnerCVPDC/CVTPO
 Tyler Creasy..... Amherst County
 Carson Eckhardt..... VDOT Lynchburg District
 Mariel Fowler..... CVPDC/CVTPO
 Kelly Hitchcock CVPDC/CVTPO

1. Call to Order & Establishment of Quorum

Frank Rogers called the meeting to order at 4:00 p.m. Attendance confirmation confirmed quorum to proceed with CVTPO approval consideration actions.

MOTION: Chris Winstead mad ethe motion to allow electronic participation of members attending virtually. Drew Wade seconded the motion. All in favor, motion carried.

2. Approval of Minutes: April 18, 2024

MOTION: Chris Winstead made the motion to approve the April 18, 2024 meeting minutes. Tom Lawson seconded the motion. The motion carried with unanimous approval, with John Sharp and Drew Wade abstaining.

3. **VDOT National Electric Vehicle Infrastructure (NEVI) Program**

Erin Belt, Decarbonization Program Manager, VDOT Environmental Division. Belt manages both the Carbon Reduction Program and the National Electric Vehicle Infrastructure (NEVI) formula program for VDOT.

Belt provided an overview of VDOT National Electric Vehicle Infrastructure (NEVI) program. A copy of her slide presentation is provided as Attachment 1.

The following captures key points from Belt’s presentation and following CVTPO discussion.

Presentation Points

- VDOT NEVI authorized under Infrastructure Investment and Jobs Act (IIJA); Virginia received approximately \$106 million to distribute over five years.
- VDOT submits to FHWA a yearly Annual Deployment Plan that outlines - how funding will be deployed across the Commonwealth (corridor prioritization), how program outreach/information is being executed, how the program is being evaluated and adjusted according to public comment.
- VDOTs program is currently focused on DC/FC charging, or Level 3 Fast-Charging, representing the fastest charging public speed currently. This is not the same as private/home charging.
- Currently VDOT, per FHWA requirements, must focus on charging stations along designated Alternative Fuel Corridors (AFCs). With location parameters associated with distance from AFCs, required charging port numbers and kilowatt capability (150 kilowatts), at least 20% third party non-federal match contribution.
- Virginia has established a \$1M per station maximum public investment.
- 2022 most VA Interstates were AFC designated. VDOT first grant round (Phase 1-A) applications were focused on the 2022 AFC corridors.
- In 2023 VDOT solicited public comment and heard the desire to include State highways. In 2023 VDOT incorporated the top 3 State Highways most requested in VA for AFC designation – being U.S 17, U.S. 29, and portions of 460. VDOT additionally nominated in the far southwest VA US 23, pilot for this portion of the State. (see Attachment 1 - Slides 7 and 8).
- VDOT received 128 proposed site applications in the first round. VDOT established 18 target zones, based on FHWA program criteria.
- 18 awards were made, correlating to the target zones. VDOT is executing the final steps - utility studies, lease agreements, and final legal/financial pieces – to advance Federal Authorization and execution of grants in summer 2024.
- VDOT, unlike some states, did not require localities to complete all zoning, planning and permitting prior to Notice to Proceed. VDOT took this approach as costs are program eligible, seeking to support small businesses.
- In early May VDOT released the NEVI Phase 1-B Request for Applications - focused on portions of Phase I-A AFCs and also 20 target areas along State Highway (Phase 1-B) AFCs. Grants will close July 10, 2024.
- Belt noted there are a number of localities interested in the process. Her suggestion was to seek the opportunity to partner with third party operators.
- The Phase 1-B target area (Attachment 1 - Slide 7) that highlights the Phase 1-B target area, that does include within the CVPDC region – portions of 29 in the MPO and sections of Campbell County near Altavista, 460 in and around the Town of Appomattox and the Forest to Bedford Town.

- Phase 1-B areas, lacking exit ramps, VDOT established intersection nodes for eligibility/target zones. See Attachment 1 – Slide 8 for CVPDC region node descriptions.
- Anticipated NEVI program funding distribution presented (Slide 9).
- Belt noted the opportunity to seek planning funds at the PDC and MPO level to assist with planning, noting NOVA, TriCities, Richmond, Hampton Roads are leading study efforts to support electric infrastructure in their regions.
- Belt noted the ability to contact her or Chris Berg, Director of Sustainability, directly to ask questions and seek more information.

TPO Questions and Discussion

- Jeremy Bryant asked if before an award is made does VDOT require a letter for zoning compliance by the locality? Belt noted that VDOT leaves actions to the applicant, not a specific rating, requirement factor.
- Frank Rogers confirmed that most applicants have been private sector and not localities or regional bodies. Belt confirmed that no locality, regional entity, or utility co-ops application was submitted in round 1. Erin did note utility co-ops have submitted infrastructure applications through Virginia Energy. Belt noted EPA, DOE, and DOT all receiving electrification funding. Belt confirmed first round applications 50% convenience stores, 26% hotels/motels, and remaining one-off or “other” category.
- Rogers suggested the key for our region is to share the program, up to \$1million with \$200,000 investment, to private sector. Belt confirmed that public fleet investment is not grant eligible though the NEVI program .
- Alec Brebner asked details on PDCs/MPOs program activities. Primarily executing evaluations on where charging stations could be located, going down to the ZIP-code level looking at EV vehicle registration data to guide investment. Largest stock in Northern VA, Richmond, Hampton Roads areas. Also, through consultants looking at locations and governance/ordinance perspective.
- Brebner asked about other resources. Belt noted that Virginia Clean Cities is a great resource, very knowledgeable and can share information on programs from a range of Federal programs. Hitchcock noted that Mariel Fowler is leading EV program research and Matthew Wade, Deputy Director, Virginia Clean Cities, present at the May 9, 2024 TTC meeting.
- Belt noted the Charging and Fueling Infrastructure Grants, a direct FHWA program, for corridor or location infrastructure. Erin noted Henrico County was the only successful VA locality grant awardee and they are focused on Level 2 charging at facilities the County owns and have a bid to solicit vendors.

Frank Rogers thanks Erin Belt for her presentation and supported continued program research by CVPDC staff.

4. MPO Federal Functional Classification Update Approval Consideration

VDOT, as a function of the 2020 Census data, is required to evaluate and lead a statewide update of the Federal Functional Classification (FFC), or classification and character description of a roadway as a function of land use, average daily traffic (ADT) along principal arterials, minor arterials, collectors, and local roads. The FFC update is being executed across the Commonwealth, with VDOT seeking final submittal to FHWA in September, 2024.

A map of the VDOT-identified recommended changes for the CVTPO area was presented. The only changes in the Lynchburg District being inclusion of interchange ramps, and within the Salem District, zero changes. Hitchcock confirmed that the CVTPO FFC changes were reviewed by VDOT District Planners and that the TTC recommended approval at their May 9, 2024 meeting.

MOTION: Chris Winstead made the motion that the Central Virginia Transportation Planning Organization (CVTPO) approve the Resolution incorporating the Federal Functional Classification (FFC) 2020 Census updates within the CVTPO area. Wynter Benda seconded the motion. With unanimous approval Rogers confirmed the motion carried.

5. FY2024 Urban Work Program Update

a. Intersection Safety Study

EPR continues to advance the evaluation of the study intersection areas within Amherst and Bedford Counties. No detailed information regarding this study was provided.

b. Route 221 Study

EPR, project consultants, continue to complete the condition, crash and access management analysis. Hitchcock reminded the CVTPO that the growth rate determination, presented at the April 18, 2024 CVPTO meeting, of approximately 2 percent is being incorporated with the project analysis. Public meetings are anticipated in July.

c. USDOT Safe Streets and Comprehensive Safety Action Plan

Hitchcock confirmed that the project Scope of Work on-call firm evaluation and final project authorization would be completed in May and that the project would begin in earnest with the new fiscal project year.

6. Matter from the Board and/or Staff

a. Amherst County James River Pedestrian Bridge Grant

Jeremy Bryant working on the ATIIP for a pedestrian bridge to connect the County to Lynchburg. Bryant provided an overview of past efforts and looking at planning grant to evaluate feasibility. Wynter Benda noted he supported the concept but had not been able to fully evaluate the project information and with City impact uncertainty was hesitant to support, rather desiring to abstain. Chris Winstead clarified that the application being sought by Amherst, which was confirmed by Bryant, was to fund a planning study that would evaluate feasibility, design, costs and was not a construction application. With the clarification on the focus of the ATIIP application Benda confirmed support and suggested TPO application support.

MOTION: Wynter Benda motioned that CVTPO Chair Frank Rogers, on behalf of the CVPTO, provide a support letter to Amherst County for the USDOT Alternative Transportation Infrastructure Investment Program (ATIIP) planning grant application for the James River Pedestrian Bridge study. John Sharp second the motion. With unanimous approval the motion carried.

b. State and Federal agency partner updates

VDOT:

Carson Eckhardt, VDOT Lynchburg District Planning, noted moving through SMART SCALE pre-applications with OIPI moving through validation of CVTPO applications.

Winstead noted appreciation for support for SYYP public engagement and said there is \$609 million in Lynchburg District projects, noting the largest amount he had seen since his time at the District.

c. Central Virginia Rail Economic Development Study

Hitchcock reported that DRPT, in partnership with the Virginia Economic Development Partnership, is leading the Central Virginia Rail Economic Development Study, to evaluate rail-centric economic development opportunities in the region, including both passenger and freight rail enhancements that encourage intermodal and other non-intermodal market opportunities. This study is a follow-up from the 2020 Inland Port Study and the result of a General Assembly study request. CVPDC staff has met with Emily Stock, Chief of Rail and Transportation, DRPT and the project consultants, STV and Cambridge Systematics, and provided names of local planners, Economic Development staff, that the consultant team is coordinating communication. Study recommendations are to be submitted to the Governor and General Assembly in November 2024.

d. CVPDC Commuter Needs Survey

Hitchcock noted that Ada Hunsberger has developed a CVPDC Commuter Needs Survey that is available for participation. Hunsberger has coordinated with the area localities and organizations to promote the survey, including posting on websites and in newsletters. The survey is part of a larger CVPDC Commuter Assistance Program, the previous RIDE Solutions program, Strategic Plan, which will be submitted to DRPT to guide future program activities.

7. Adjournment

Frank Rogers noted the next scheduled CVTPO meeting is July 18, 2024 and entertained a motion to adjourn.

MOTION: Chris Winstead made a motion to adjourn the meeting. Tom Lawton seconded the motion. The meeting adjourned at 4:45 p.m.